

sub B1
a' cont. B
~~39.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, wherein the reduction gear is realized in the form of a spindle drive, the spindle of which forms the power transmission element, and a spindle nut of which is connected to the rotor in power-transmitting fashion.

~~40.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 39, wherein the spindle drive is realized in ^a self-locking fashion.

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~~41.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 39, wherein the spindle drive is not realized in ^a self-locking fashion and cooperates with a locking mechanism.

~~42.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 41, wherein the spindle drive consists of a ball screw.

~~43.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 41, wherein the locking mechanism is formed by an armature of a magnetic clamp which can be displaced axially to the rotor and, in a currentless state of the electric motor, engaged with a friction surface that cooperates with the rotor by means of a spring.

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~~44.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 43, wherein the armature is actuated by ^a the magnetic leakage flux generated by the stator of the electric motor.

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45. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 41, wherein the locking mechanism is formed by an electromagnetic braking device that cooperates with the rotor.

46. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 39, wherein the spindle is arranged such that it is secured from rotating.

47. (New) Electromechanical component for actuating a vehicle parking brake according Claim 38, further including a housing surrounding the actuating unit wherein said housing is realized in the form of a deep-drawn sheet metal part.

48. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 46, wherein ^athe housing contains an axial tubular extension that protrudes into an interior of the rotor and accommodates ^{an}the end of the spindle which faces the expanding lock such that the spindle end is secured from rotating.

49. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 48, wherein the extension has a polygonal inner profile that cooperates with the correspondingly shaped end of the spindle.

50. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, wherein the rotor is realized in the form of a tubular deep-drawn sheet metal part.

51. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 50, wherein the rotor forms ^athe spindle nut of the spindle drive.

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52. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 50, further including a ball screw nut ~~is~~ pressed into the rotor.

53. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 50, further including permanent magnet segments bonded onto ^a ~~the~~ surface of the rotor.

54. (New) Electromechanical component for actuating a vehicle parking brake according to one Claim 38, further including a fixed bearing that is held in the housing of the actuating unit by rolling up the rotor end wherein said fixed bearing supports an end of said rotor.

55. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, further including a bearing cover that is fixed by rolling up the housing, wherein said bearing cover encloses an end of said housing.

56. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 55, wherein the bearing cover accommodates a movable bearing, in which ^{another} ~~the other~~ end of the rotor is arranged.

57. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 55, wherein the bearing cover limits a hollow space that accommodates an electronic circuit for controlling the electric motor.

58. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 55, wherein the bearing cover consists of plastic.

59. (New) Electromechanical component for actuating a vehicle parking brake according to of Claim 55, further including a cable guide located in the bearing cover, wherein ^{an} ~~a~~ preferably extrusion-coated connecting line extends through said cable guide.

~~60. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, further including a steel cable line arranged between the power transmission element and the expanding lock.~~

61. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 60, wherein the steel cable line contains a steel strand as well as a plastic sheathing that surrounds the steel strand.

62. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 60, wherein the steel cable line is pressed into the power transmission element.

63. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 62, wherein the steel cable line is pressed into a conical bore in the power transmission element.

64. (New) Electromechanical component for actuating a vehicle parking brake according to one of Claim 60, wherein the end of the steel cable line which faces the expanding lock is provided with at least one of a drawbar eye or a nipple

65. (New) Electromechanical component for actuating a vehicle parking brake according to one of Claim 60, wherein the steel cable line is protected by a bellows, wherein the end of the bellows which faces away from the expanding lock is

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realized in the shape of an O-ring and is accommodated by a preferably circular depression provided in the housing of the actuating unit.

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~~66. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 65, wherein the end of the bellows which faces the expanding lock is welded to the plastic sheathing of the steel cable line which surrounds the steel strand, preferably by means of ultrasonic welding.~~

~~67. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, wherein the electric motor is realized in the form of an electronically commutated electric motor.~~

~~68. (New) Electromechanical component for actuating a vehicle parking brake according to one of Claim 38, wherein the electric motor is realized in the form of a DC brush motor.~~

~~69. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, wherein a planetary gear is functionally arranged between the rotor and the reduction gear.~~

70. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 69, wherein the rotor is realized in the form of a sun wheel of the planetary gear.

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 71. (New) Electromechanical component for actuating a vehicle parking brake according to Claim 69, wherein ^{an} the planet wheels of the planetary gear cooperate with a ring gear formed on ^a the inner side of ^a the housing of the actuating unit.

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~~72.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 71, wherein the planet wheels are arranged on a radial web of a spindle nut, and wherein the spindle nut cooperates with a radial bearing that is supported on the housing of the actuating unit within ^a~~the~~ region that is adjacent to the web.

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~~73.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, wherein the housing of the actuating unit is provided with a constriction that serves for mounting the actuating unit by rolling up the edges of a cutout in a dirt trap that protects the drum brake from the admission of dirt.

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~~74.~~ (New) Electromechanical component for actuating a vehicle parking brake according to Claim 38, wherein the drum brake is realized in the form of a dual power brake.

REMARKS

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification as well as a new drawing is respectfully requested. The substitute specification, the new claims and the new drawing are submitted to conform this case to the formal requirements of U.S. Patent Office practice.